

~~SECRET~~

25X1A

[redacted]
Copy 7 of 7

22 March 1963

MEMORANDUM FOR THE RECORD

SUBJECT : OXCART Flight Status Report: 21 March 1963

1. Aircraft #123 (J-75 engines) made flight #56 on 21 March for a duration of two hours and fifteen minutes. The purpose was to flight-test the inertial navigation system, the Eastman Kodak camera and new automatic direction finder (ADF) antenna with the following objective or results:

a. Six camera flight line passes were flown over control targets on the ground with each pass at a slightly changed camera focus for calibration purposes.

b. The inertial navigation system worked well in manual mode operation and only minor problems were encountered in autonavigation mode operation.

c. During use of ADF, the new automatic direction finder antenna, the pilot was able to home perfectly on a station from a distance of 100 nautical miles.

2. Aircraft #124 (trainer) made flight #42 on 21 March for a duration of one hour and twenty-five minutes. This was an air refueling training flight for [redacted] and an Agency operational instructor pilot. [redacted] accomplished four dry (no fuel transfer) contacts and the Agency instructor pilot made two dry contacts with a KC-135 tanker aircraft. The pilots reported that the aircraft was very stable during contacts with the tanker aircraft.

3. Aircraft #124 (trainer) made flight #43 on 21 March for a duration of one hour and twenty-five minutes. The purpose was a training flight for an Agency operational pilot involving aerial refueling contacts with a tanker and periscope view finder evaluation. The landing was routine with normal dragehute deployment.

25X1A
25X1A
25X1A

25X1A

~~SECRET~~

25X1A

[redacted]
Page 2

25X1A

4. Aircraft #124 (trainer) made flight #44 on 21 March for a duration of forty-five minutes with two Lockheed test pilots at the controls. The takeoff was made at 1809 hours, [redacted] and the purpose was to make an initial check of aircraft landing lights and cockpit lighting. A number of recommendations were made by the pilots to improve cockpit panel lighting. The aircraft landing lights were found to be too rigidly mounted. The landing was routine, but the dragchute deployed about eight seconds late.

5. Lockheed and Pratt and Whitney are putting their heads together to try to effect a speedy solution to the problem of inlet control, by-pass door and controls scheduling operation involving J-58 equipped aircraft #121 and #122. Incremental adjustments to controls schedules based on flight test trial and error operation is the approach used thus far in an attempt to optimize performance of these equipments. This is the usual approach to the problem at this stage of flight test. However, it is a slow process and a frustrating one. There is no apparent easy and quick solution yet in sight, but Lockheed and Pratt and Whitney are concentrating on this problem.

SIGNED

JOHN PARANGOSKY
Chief, Development Division
(Special Activities)

John Parangosky :C/DD/OSA:hmj (22 March 1963)

- 1&2 - DD/R
- 3 - AD/OSA
- 4 - C/DD/OSA
- 5 - DD/OSA
- 6 - C/DD/OSA (Chrono)
- 7 - RB/OSA

SECRET